

DRAFT

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on September 17, 2003 by Jan Hubbell.

1. Roll Call

PRESENT: Ryan Deel
John Diefenbaker
Ted Halsey
Jan Hubbell
Kaveri Korgavkar, Student Rep.

ABSENT: Richard Kilmer
Charles Solis
Thomas Sawyer, Jr.

Also present: John Abraham, Traffic Engineer
Lt. Scott McWilliams, Police Department
Lt. Robert Matlick, Fire Department

and Item 3 Dennis Torpey, 12830 Ratalee Lake Rd., Davisburg

Item 5 Peter Laze, 1547 Rockfield, Troy

Item 6 Joe Nasher, Shell Station
Dr. H. Kezlarian, 873 Highwood, Bloomfield
Joseph Morelli, 155 Millstone, Troy

Item 8 John Kelly, 2615 Lanergan, Troy
Jeff Wolfe, 2720 Lanergan, Troy
Keith Landen, 2880 Lanergan, Troy
Mark Lablance, 2844 Lanergan, Troy
Wayne Blizman, 2830 Lanergan, Troy
Cathy Kerschenbaum, 2861 Lanergan, Troy

Resolution #TC-2003-09-001

Motion by Diefenbaker
Seconded by Deel

To excuse Mr. Kilmer as he is out of the City.
To excuse Mr. Solis.
To excuse Mr. Sawyer

YEAS: All-4

NAYS: None

ABSENT: Kilmer

Solis
Sawyer

MOTION CARRIED

2. Minutes – July 16, 2003

Resolution #TC-2003-09-002

Motion by Halsey

Seconded by Diefenbaker

To approve the July 16, 2003 minutes as printed.

YEAS: All-4

NAYS: None

ABSENT: Kilmer
Solis
Sawyer

MOTION CARRIED

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 3330 Rochester Road and Torpey

Dennis M. Torpey is requesting a waiver for the sidewalk at 3330 Rochester Road and Torpey. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; the existing ditch would have to be filled, and it would not be feasible to move or alter the storm drain/catch basins in their present location.

The public hearing was declared open.

Dennis Torpey stated that there is no sidewalk on Torpey now and the cost to install a sidewalk there is very high. He said that the sidewalk would lead nowhere and therefore is not warranted. Installation of a sidewalk would require the drainage in the area to be reworked as there are currently ditches and catch basins where the sidewalk would be required. He stated that he has met all of the requirements for sidewalk waiver.

An E-Mail from a resident was received by the Engineering office stating that the sidewalk waiver should be denied. There is a school at the end of the street and the children's safety should be a high priority.

The public hearing was declared closed.

Mr. Diefenbaker questioned whose responsibility the cost of redesigning the drainage in this area would be and was informed that the party that puts in the sidewalk will also be responsible for all drainage changes due to the installation.

The Traffic Committee asked for a copy of the plan for the commercial building Mr. Torpey is constructing. Mr. Torpey produced a copy of the site plan for the committee to review. This would involve installation of around 240 feet of sidewalks.

After seeing the plan, Mr. Deel said that he would be against granting a waiver because there is a school at the end of the street; and with driveways for the building going to be on Torpey, there would be more traffic on Torpey where children are walking from the school. The sidewalk would connect to the one on Rochester Road and will improve pedestrian safety at this corner where the commercial building will be located on an otherwise residential roadway. He added that he sees a lot of kids walking in the area since he works in the area.

Ms. Hubbell stated that she would vote against the waiver due to the mentioned reasons and the fact that this is a corner lot, and sidewalks will have to start somewhere, and this would be a logical "beginning."

Resolution #TC-2003-09-003

Motion by Diefenbaker

Seconded by Halsey

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Dennis M. Torpey has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; the existing ditch would have to be filled, and it would not be feasible to move or alter the storm drain/catch basins in their present location.

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a two-year waiver of the sidewalk requirement for the property at 3330 Rochester Road and Torpey, which is owned by Dennis M. Torpey.

YEAS: Diefenbaker
Halsey

NAYS: Hubbell
Deel

ABSENT: Kilmer
Solis
Sawyer

MOTION FAILED

Resolution #TC-2003-09-004

Motion by Deel

Seconded by Hubbell

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Dennis M. Torpey has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; the existing ditch would have to be filled, and it would not be feasible to move or alter the storm drain/catch basins in their present location.

WHEREAS, THE Traffic Committee has determined the following:

- a. A decision could not be reached due to a split in the vote of granting a sidewalk waiver.
- b. More information is needed in regards to pedestrian traffic on Torpey due to the school at the end of the street.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee has tabled the discussion on a sidewalk waiver for Torpey until the October meeting.

YEAS: All-4

NAYS: None

ABSENT: Kilmer
Solis
Sawyer

MOTION CARRIED

4. Request for Sidewalk Waiver – 1547 Rockfield Ave. and Eleanor Ave.

Peter Laze is requesting a waiver for the sidewalk at 1547 Rockfield Ave. and Eleanor Ave. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks." Petitioner states that the area is already developed with no sidewalks existing, and the property has drainage ditches on Rockfield and Eleanor.

The public hearing was declared open.

Peter Laze stated that there are no sidewalks on Rockfield and putting a sidewalk on Rockfield after the lot split would not serve any purpose. There is a ditch on his property and this would also cause problems.

The public hearing was declared closed.

Resolution #TC-2003-09-005

Motion by Halsey

Seconded by Diefenbaker

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Peter Laze has requested a temporary waiver of the requirement to construct a sidewalk on the property because the area is already developed with no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing, and there are ditches on both streets,

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a two-year waiver of the sidewalk requirement for the property at 1547 Rockfield and Eleanor, which is owned by Peter Laze,

YEAS: Halsey
Diefenbaker
Hubbell

NAYS: None

ABSENT: Kilmer
Solis
Sawyer

ABSTAIN: Deel

MOTION CARRIED

REGULAR BUSINESS

5. Change YIELD Sign to STOP Sign on Andover at Hounds Chase

Kristie Stefani, 5687 Andover, requests that the YIELD sign currently on Andover at Hounds Chase be replaced by a STOP sign. She is concerned about speeding and feels a STOP sign would slow down traffic. After a phone conversation on the subject, Dr. Abraham mailed Ms. Stefani our brochures on stop signs and the Neighborhood Traffic Harmonization Program. Ms. Stefani has indicated that she wishes to pursue the matter. The necessary forms and material have been mailed to Ms. Stefani.

Andover runs between Arlund way and Hounds Chase and has a down grade, it may be easy to pick up speed coming down Andover. Field observations indicate low traffic volumes and no major sight obstructions at the intersection of Hounds Chase and Andover.

The Traffic Engineer met with Ms. Stefani and performed a speed study between 4:30 and 5:15 p.m. It was found that the average speeds were 24 mph and the highest speed recorded was 29 mph. 21 vehicles were clocked in the 45-minute study. Ms. Stefani agreed that the actual speeds look to be much lower than what she had perceived. Different aspects of pedestrian and child safety were discussed during the study.

No one appeared before the committee to discuss this matter.

RESOLUTION #TC2003-09-006

Motion by Diefenbaker

Seconded by Deel

To recommend no changes.

YEAS: All-4

NAYS: None

ABSENT: Kilmer
Solis
Sawyer

MOTION CARRIED

6. Update on Concerns about Left Turns from Shell Station and Osborne Shopping Center at Crooks and Big Beaver.

Mr. Kilmer indicated at the November 2002 meeting that the gas station and the Osborne Shopping Center at the northwest corner of the intersection of Crooks and Big Beaver had some left-turn challenges; i.e., left turns onto Crooks Road which are very difficult, but motorists still try to do it. Attached is a collision diagram for the intersection of Crooks and Big Beaver for 2000 and 2001. In 2000, there were five crashes in the proximity of the gas station drive onto Crooks Road. Two angle-type crashes involved vehicles exiting the drive involved in crashes with southbound vehicles.

In 2001 there were four right-angle crashes involving vehicles trying to make a left turn from northbound Crooks into the gas station. There was one head-on crash related to the same maneuver. Three rear-end type crashes also occurred near the driveway. The rear end type crashes are typical at driveways such as this close to the intersection. Four right angle crashes and the head-on are of concern. There was one right angle crash involving vehicles entering the Osborne Shopping Center.

In 2000 there were four right angle crashes involving vehicles entering the gas station and six rear-end type crashes. There was one right angle and two rear end type crashes at the shopping center entrance.

The gas station drive is around 70 feet from the Big Beaver/Crooks intersection. This entrance is extremely close to the intersection and making left turns in and out of the entrance is very challenging. The Big Beaver and Crooks intersection is one of the top three intersections in the City with the highest number of crashes. This intersection also is among the intersections carrying the highest volume of traffic in the City.

The driveway into Osborne Square has been discussed at the staff level earlier to find a solution to the extra wide driveway. It is a double driveway and the unrestricted open pavement causes confusion as to where motorists have to enter and exit. Observations show that on many occasions there are two vehicles waiting to exit parallel to each other at the driveway in such a way that entering vehicles do not know

where to enter. A median in the driveway assigning entry and exit points may help resolve this. However, since it is private property we can only advise the property owners of this.

Joe Nasher states it is very difficult for customers to turn left onto Crooks; however, everyone still tries to do so and it blocks other potential customers from getting to the gas pumps. He would like to see a no left turn sign installed at least during the peak rush hour times of 7:00 am through 6:00 pm at the gas station.

Joe Morelli, 155 Millstone, Troy, owner of Papa Romano's, stated that a no left turn sign out of his parking lot would not be helpful as he is too far down the block for it to make any difference. He stated that the problem is because of Einstein Bagel and the fact that the restaurant and parking lot is not big enough for the amount of business they do.

Dr. Kezlarian, 873 Highwood, Bloomfield, owner of mall where Einstein Bagel and the flower shop are located, stated that if all three places, i.e. Shell, Einstein, Papa Romano's had no left turn signs then that would probably help the situation.

John Abraham stated that Einstein and Osborne Square have an extra wide drive and four cars can fit in the drive, therefore allowing more than one person to try the left turn at one time. He recommends a redesign of the driveway so that these two venues have a joint access and eliminate the two entrances and two exits.

Committee members would like to see the driveway redesigned and they would like to see the drawings of the redesigned driveway.

Resolution #TC2003-09-007

Motion by Halsey

Seconded by Diefenbaker

- a. To recommend prohibiting left turns from the Shell station onto northbound Crooks from 7:00 am to 6:pm.
- b. To recommend driveway redesign to owners of Osborne Square.

YEAS: All-4

NAYS: None

ABSENT: Kilmer
Solis
Sawyer

MOTION CARRIED

7. Install Four Way STOP signs at the Intersection of Civic Center Drive and Town Center Drive

On July 17, 2003, a temporary Traffic Control Order was issued by the traffic engineer on the request of the Police Department and many City employees. Employees reported that they get into near miss situations at the intersection on a daily basis. The intersection was formerly 2-way STOP controlled with STOP signs on Civic Center Drive at Town Center Drive.

Town Center Drive traffic did not have to stop but on many occasions motorists stopped on Town Center at the intersection, further causing confusion. A conflict study was performed at the intersection to find the number of "near-miss" situations. It was found that there were 2 to 4 near misses in an hour. Our police officers also reported seeing near-miss situations. The curves on three of the approaches to the intersection may have some effect on the safety and further, Civic Center is boulevarded, while Town Center does not have a median, which also may be causing the confusion. Two years ago supplemental signs were posted under the STOP signs that read "CROSS TRAFFIC DOES NOT STOP" for better guidance. However, some amount of confusion still exists.

Installation of a multi-way STOP would be warranted under one of the following conditions:

- a. Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.
- b. An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.
- c. Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.

A 24-hour volume study performed for the intersection shows the following:

Direction	Per Day
Civic Center Northbound	2006
Civic Center Southbound	1246
Town Center Eastbound	731
Town Center Westbound	2615

Civic Center carries around 3252 vehicles in a day while Town Center carries around 3346 in a day. The intersection, therefore, has a balanced distribution which also may be leading some motorists to think both are equally important. A crash analysis revealed that there have been three crashes of the right-angle type in the past three

years. The above data does not meet the warrants for a four-way STOP controlled intersection as per the Michigan Manual of Uniform Traffic Control Devices.

No one appeared before the committee to discuss this matter.

Mr. Halsey confirmed with the traffic Lieutenant and the Traffic Engineer that there have been no problems since the installation of the temporary all-way stop sign.

RESOLUTION #2003-09-008

Motion by Halsey

Seconded by Deel

To recommend installing permanent four-way STOP signs at Town Center and Civic Center.

YEAS: All-4

NAYS: None

ABSENT: Kilmer
Solis
Sawyer

MOTION CARRIED

8. Install All-Way STOP Signs at the intersections of Lanergan and Paddington and at Lanergan and Newgate

Laurie Kelly of 2615 Lanergan requests all-way STOP signs at the intersections of Lanergan with Paddington and Newgate. Ms. Kelly lives at the corner of Newgate and Lanergan and reports that traffic on Lanergan moves at high speed and feels that the STOP signs will slow the traffic. Ms. Kelly's concern is for kids in the neighborhood, and particularly because there are no sidewalks. Two of the Kellys' neighbors also called the City regarding the same concerns. Information on STOP signs and the Neighborhood Traffic Harmonization program was mailed to the residents. The procedure for getting sidewalks installed on Lanergan was also discussed. City policy requires that sidewalks can be installed on residential roadways based on a petition that a majority of residents on the street support and the cost of the installation will be special assessed to the benefiting residents.

Ms. Kelly also feels that there are a number of motorists who cut through the subdivision using Lanergan to get from Adams to Coolidge.

Lanergan runs between Adams Road and Beach, and then continues as Salem and Kristin to Coolidge. Harlan School is on the west side of Adams Road, across from Lanergan.

The intersection of Paddington and Lanergan is really a combination of two "T" intersections. The west "T" intersection where Paddington runs to the north from Lanergan and the east "T" intersection that has Paddington running south from Lanergan are both STOP controlled with STOP signs on Paddington to assign right of

way to Lanergan. Paddington has a curve approaching Lanergan from both sides.

Traffic counts indicate that Paddington carries around 140 vehicles in a day, and Lanergan around 540 vehicles in a day (counts taken in July). Since this is a combination of two "T" intersections, making this an all-way STOP intersection will be challenging and may make it very confusing. None of the warrants for an all-way STOP-controlled intersection are met for this intersection.

The intersection of Lanergan and Newgate is again a "T" intersection with Newgate terminating at Lanergan. Newgate carries around 130 vehicles in a day. The usual range of traffic volumes on Troy residential roads is between 300 to 5000 vehicles in a day. Traffic volumes on all three roadways are very low when compared to an average residential street.

A traffic speed study was performed on Lanergan between Beach and Paddington. Average speeds were found to be 26.03 miles per hour between 4:30 and 5:30 p.m. Eleven westbound vehicles and twelve eastbound vehicles were clocked in the half-hour study.

A similar study was performed on Lanergan between Adams and Paddington. Eleven westbound vehicles and thirteen eastbound vehicles were clocked between 5:00 and 5:30 p.m. The average speed in this stretch was 29.2 mph. The highest speed clocked was 39 mph.

Enforcement activities in the subdivision also do not show a speeding problem. It should be noted that STOP signs are not speed control devices. The only effect would be that motorists might slow down around 150 feet from the sign and if confronted with signs that are not warranted, try to "make up" for the lost time at STOP signs. Unwarranted signs may also dilute the credibility of existing signs and increase violations at the signs.

Installation of a multi-way STOP would be warranted under one of the following conditions:

- a. Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.
- b. An accident problem as indicated by five or more reported accidents of the type susceptible of correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.
- c. Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.

None of the warrants were met for the intersections under consideration.

John Kelly, 2615 Lanergan, stated that Lanergan is being used as a cut through and people are not only cutting through but speeding as well. There are children playing out

all the time and there are no sidewalks, therefore it is even more dangerous for their children. He said that the traffic count study conducted was done on a holiday weekend and therefore not accurate.

Wayne Blizman, 2830 Lanergan, stated that cut through traffic is going too fast and something has to be done regarding this. He said they are open to other options besides stop signs; i.e., speed bumps.

Jeff Wolfe, 2720 Lanergan, does not think that Lanergan should be a through street he thinks the street should be blocked off. He stated that it is a ½ mile road and people are treating it as such instead of treating it as a residential road.

Keith Landen, 2880 Lanergan, said that Lanergan is getting to be the Indy 500 and he sees the same cars all the time.

Cathy Kirschenbaum, stated that it is being used as a cut through street and it is getting worse and worse.

Mark Lablance, 2844 Lanergan, stated that there are only two stop signs in the entire one-mile length of Lanergan.

All residents have said that they have notified the police of the cut through and speeding traffic, and when police come out motorists slow down. But if there is not a police car there, they go as fast as they want.

Jan Hubbell stated that even if they do put up stop signs they might not do the job the residents are hoping for. She stated that it could cause more problems because people would probably run the stops or speed up in between stop signs to make up for lost time.

John Abraham made a presentation on the Neighborhood Traffic Harmonization Program and explained how this may help resolve some of their concerns. They have all agreed to this and will contact him to set up a date to have their first meeting.

Resolution #2003-09-9

Motion by Diefenbaker

Seconded by Deel

To recommend no changes.

YEAS: All-4

NAYS: None

ABSENT: Kilmer
Solis
Sawyer

MOTION CARRIED

9. Install STOP sign on Hidden Ridge at Colebrook

Brian Weiss of 805 Colebrook requests that the YIELD sign on Hidden Ridge at the intersection of Colebrook be replaced with a STOP sign. Mr. Weiss indicated that motorists do not pay heed to the YIELD sign and he has had to stop on Colebrook, even though he has the right of way, to avoid motorists entering Colebrook after violating the YIELD sign.

Colebrook carries around 1500 vehicles per day and Hidden Ridge carries around 825 vehicles per day. Residential street traffic in Troy ranges between 300 and 5000 vehicles per day. There are no significant sight obstructions at the intersection.

No one appeared before the committee to discuss this matter.

Resolution #2003-09-010

Motion by Diefenbaker

Seconded by Deel

To recommend no changes.

YEAS: All-4

NAYS: None

ABSENT: Kilmer
Solis
Sawyer

MOTION CARRIED

10. Visitors' Time

No one appeared to address the Committee on items not on the agenda.

11. Other Business

12. Adjourn

The meeting was adjourned at 8:58 p.m. The next meeting is scheduled for October 16, 2003.

SIGNED: _____
Jan Hubbell, Vice-Chair